

Preferred Alternative Consensus Recommendations: Steering Committee Comments/Conditions

Element #	Element	Comments/Conditions
1	TDM Package	Critical element to implement first Must be custom-tailored to fit the unique qualities of each community. Local control and flexibility is a must Create a monitoring system
2	Transit Expansion	Up to 100% increase tie directly to HCT/BRT mainline demand Service improvements should also benefit those who are transit dependent
4	Arterial HOV Priority	Needs to be well coordinated with implementing local governments
5	HOV lanes on I-405 with Direct Access Ramps	Specific project evaluations needed along corridor Combine with needed arterial HOV improvements
6	Add Park and Ride Capacity to Match Demand	Match to corridor HCT service Include pedestrian connections
7	Add Transit Center Capacity to Match Demand	Design centers to minimize slowing down through-travelers Dedicate some of the TDM land-use dollars complement this strategy Include pedestrian connections
8	Basic I-405 Improvements	Match to corridor design requirements
12	Add Collector-Distributor Lanes on I-405 where needed	Minimize right-of-way needs
13	SR 167/405 Interchange Improvements	Minimize right-of-way needs Wetlands and fish impacts must be adequately mitigated or avoided.
15	Improve Connecting Freeway Capacity to I-405	Verify specific design requirements
16	Implement Planned Arterial Improvements	Some specific project comments received from jurisdictions
17	Expand Capacity on North-South Arterials	If compatible with local comprehensive plans and policies Minimize additional right-of-way needs
18	Upgrade Connecting Arterial Connections to I-405	Minimize right-of-way needs
19	Corridor Pedestrian and Bicycle Improvement	See 'long trails' discussion
20	Corridor Intelligent Transportation System Improvements	Specify traffic adaptive controls for both I-405 <u>and</u> arterials Early implementation to collect baseline data for monitoring and to aid in managing constructions.
21	Corridor Freight Enhancements	Allow FAST 2 recommendations to be incorporated for future improvements.

Summary of Steering Committee Preferred Alternative Recommendations: Remaining Issues/Elements

MAJOR ELEMENT	STEERING COMMITTEE RECOMMENDATION	COMMENTS/CONDITIONS
TRANSPORTATION DEMAND MANAGEMENT		
Expanded TDM Program: Pricing Strategies	Consensus: " <u>Support</u> use-based pricing in region as part of regional strategy." (<i>Region should examine feasibility as part of separate study</i>)	
TRANSIT		
High Capacity Transit: - Bus Rapid Transit (BRT) - Fixed Guideway - Commuter Rail	15 Support BRT as preferred strategy. Do not include fixed guideway in preferred Alternative; recommend Sound Transit analyze fixed guideway in it's Phase II planning	<ul style="list-style-type: none"> Design to be flexible to not preclude future technologies within I-405 footprint Support Sound Transit proceed to Phase II planning Ensure speed and reliability is maintained through design and operation of HOV system and or managed lanes
	3 Support fixed guideway (not in the I-405 ROW)	Consistent with long-range (i.e. 30+years) needs in region
	1 Support commuter rail	
Study HCT in Central Core Area	Consensus to study HCT in central core area	
Preserve BNSF Right-of-Way for Future Transportation Opportunities	3 Support setting up separate study to look at future uses	Examine types of users and modes, and physical requirements
	15 Support actively seeking to preserve BNSF for Future Transportation Opportunities	

ROADWAY		
I-405 Expansion - Add 1 Lane - Add 2 Lanes - Add 3 Lanes	2 Support adding 0 Lanes	Minimize impervious surface impacts Still support for basic I-405 improvements and some collector-distributor/auxiliary lanes
	14 Support adding <u>"up to"</u> 2 Lanes	Timing of implementation is crucial Minimize impervious surface and environmental impacts
	1 Abstain	
Lane Balance: 3 rd Lane South of I-90	Consensus: Do not add 3 rd lane south of I-90.**	** Steering Committee supportive of collector/ distributor and auxiliary lanes.
SR 167 Expansion - Add 0 Lanes - Add 1 Lane - Add 2 Lanes	3 Support no added lanes	
	11 Support adding <u>"up to"</u> 2 lanes	Design to minimize impacts on wetlands and impervious surface Examine alternative routes if feasible
Managed Up to 2 Lanes on I-405 Utilize Tolls as a Management Tool	13 Support managing up to 2 lanes	Subject to further detailed study of design and operations Design to maximize speed and reliability for BRT
	2 Do not Support	
	10 Support using tolls, subject to conditions and additional study	Subject to further detailed study of operational impacts Tolls must be flexible based upon users and time periods
	3 Do not support using tolls	Regional issue, not just I-405
NON MOTORIZED		
Bike and Pedestrian Long trails	7 Support including long trails	
	3 Do not support	

